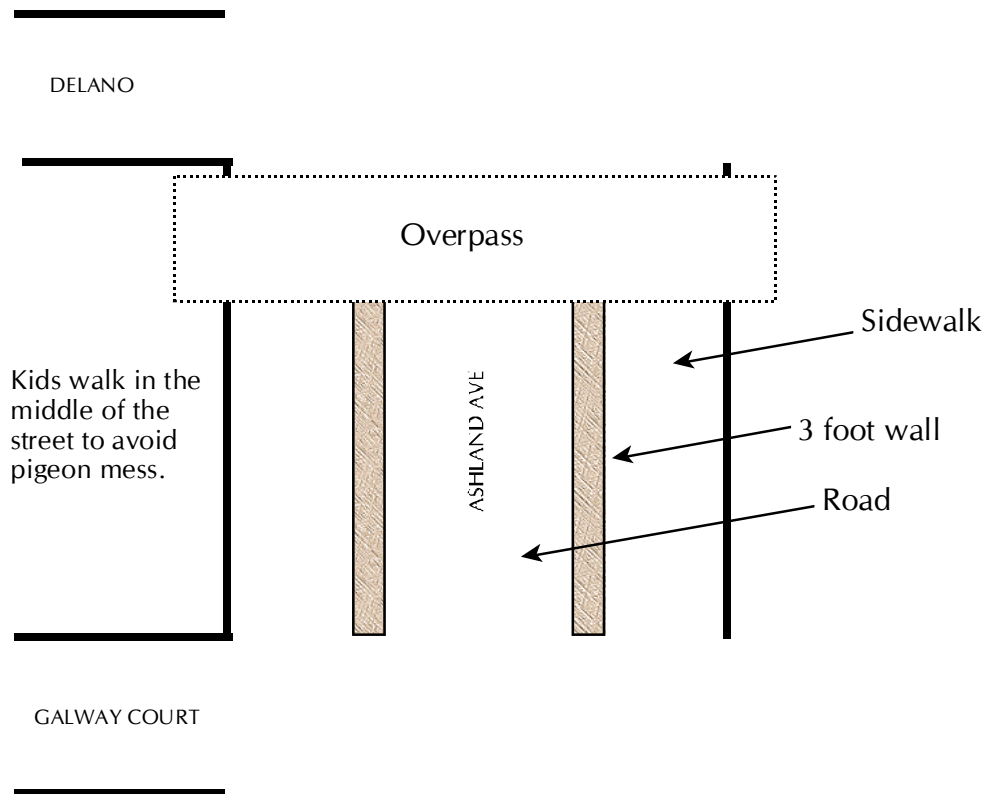


Appendix K. Open House Comments

Cherryland-Ashland Community-Based Transportation Plan

Open House 2-23-04 Comments (22 attendees)

- Use smaller buses
- Microbuses (Vans)
- More efficient lighting sources
- Install sidewalk in order to begin busing (no sidewalks – no buses)
- Pigeon mess under overpass on Ashland Avenue. Walkway is very unsanitary.



- Lack of lighting related to higher rates of crime! More lights = less crime.
- What about stoplights/cameras?
- Stop signs, Yield signs, crossing signs vandalized or broken to the point that the community is unsafe.

- Signs that do exist are not respected.
- Intersections not safe – need crosswalks.
- Because of unincorporated areas, safety/security is an issues, i.e., no local law enforcement. Also, rate/time that it takes to receive services is an issue.
- Fire/ambulance.
- Thank you for asphalt sidewalk on Medford from Montgomery to Western.
- Don not reduce lanes on Mission.
- Sidewalks on side of street, bike lane on the other (Cherryland) (Bike lanes wide enough for power wheelchair, small power vehicles, i.e. golf cart)
- Sidewalks
- Multilingual information
- Increased knowledge of transportation
- Railroad crossings are too narrow for people and cars. This is not safe for pedestrians.

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Additional typed notes brought to meeting, from Susan and Tom Fowle:

1. Real Crosswalks

Along Montgomery, Medford to Grove, and elsewhere in unincorporated Alameda County, almost all intersections lack painted cross walks. Some have a single line, presumably where cars should stop. These single lines are rarely even a continuation of the sidewalk, so it appears cars are given permission to stop beyond where pedestrians would cross. THIS IS DANGEROUS.

2. Pedestrian Access at Shopping Malls and Centers

Pedestrian access and safety at malls and shopping centers is badly lacking.

- **To go from Bay Fair Mall (Macy's), for example, to the E. 14th bus stop**, one must walk through a busy parking lot, with no sidewalks, look very carefully for possible fast moving traffic from the right at the edge of the parking lot, stop at the first sidewalk, look very carefully again for fast traffic from the left, then finally cross to the bus stop.
- **Crossing from Target or Longs north to the adjoining mall (Michaels, etc.)**, pedestrians must walk through parking lots with no sidewalks and try to cross at what appears to be a crosswalk, but which is blocked by planted areas on the Bayfair side.

What we need are raised sidewalks so cars cannot cut through empty parts of parking lots at high speed (endangering pedestrians) and clearly marked crosswalks which are continuations of the sidewalks.

Developers of these facilities must be legally force to provide safe access for pedestrians, both in new construction and during any remodeling, such as Bayfair is undergoing.

Transit

- **Railroad crossings** need cement or asphalt pedestrian walkways on both sides of the street along Western at Medford and Hampton, wide enough so 2 people can walk side-by-side and not fear they are walking in the car lane. Rocks and tracks are the current alternative, and are not sufficient. If a pedestrian fell on this poor footing, it could be very dangerous. There should also be a clearly painted walkway/car lane demarcation.
- **Buses on time:** three 82s in a herd is ridiculous, especially when you've been waiting for 40 minutes.
- **Tripping Hazard.** Buildup of repaving asphalt or tar at gutter edge is a pedestrian tripping hazard.
- **Two-line painted crosswalks,** not single stopping line which is usually in the middle of where a pedestrian would expect to walk.
- **Frequent reminders,** especially in DMV tests, web site, etc., that pedestrians have right-of-way. This legal fact seems to be increasingly downplayed. I remember with great anger a driver who said if I was walking across his path, he'd stop, but if I paused short to be sure he would stop, he'd drive by. Why should I be expected to risk my life in front of idiots who only have to move their foot about six inches to reach the brake?

South Hayward Community-Based Transportation Plan

Open House 2-24-04 Comments (12 attendees)

- Try to use grass-roots non-profit to do translation. Look for creative, non-traditional groups to do translation (for multi-lingual info solution).
- Combine or work in tandem. Two solutions: Multilingual info and info center in the community
- Shuttle system for South Hayward
- Use of energy-efficient vehicles
- Should notify the E.D.C. of City of Hayward that they need to consider infrastructure needs besides redevelopment areas.
- Scheduling between BART and bus is a problem when either BART or bus is delayed (creates being late for appointments, etc.)

- Not enough shelters at bus stops – when “it rains it pours”
- Major need is the promotion of public transit in multi-languages
- Free busing for students
- Ditto on the last four bullet points
- We keep doing this (studies/research) yet I keep reading that we just cut transportation – pretty soon it’s going to be very hard to get people to come and do this. I’m glad I’m not the one doing this because people (the community) are beginning to lose enthusiasm for this.
- BART needs to run until 3:00 AM
- Too expensive
- BART & Bus: Unsafe. Especially late hours or after dark
- Need bus line down A Street
- New bus routing is WORSE for (further to walk, buses take too long) Tyrell/Shepherd/Glassbrook School Communities
- Certain bus drivers are consistently late. This is particularly important when you must transfer.
- Earlier/later bus service
- 391 route doesn’t run back if no one is on the bus – unreliable driver thinks it’s a taxi service. Makes own rules. Talks on cell phone (many do).
- Bus routes change and bus numbers change with no notice
- Ventura bus stop in. Orange County – look at how they do it.
- Bring back the old 92 bus route. It was efficient before you screwed it up.
- Bus for Whitman Road. Too long a distance to reach anything convenient.
- A person has to walk all the way to South Hayward BART if they want to reach anything in South Hayward.
- The 91 only goes to Downtown Hayward BART.
- The 411 on the boards should have been available on a handout.
- Problem of “perceived” unreliability of Paratransit is not addressed in solutions. How are we going to change the “perception”?
- Not convenient to ride/take public transportation – no industrial area bus routes – and that is where people work. Lines are not direct – take you too far out of your way.
- Times are not conducive to weekend work hours.